

AMENDMENTS TO THE CLAIMS

1. (Currently amended) A tyre for a motorcycle comprising:

a first ply wound around a bead core from an inside toward an outside in an axial direction of the tyre, thereby forming a pair of overlapping portions;

a pair of second plies provided in an insertion state in the overlapping portions and extended along the first ply by a predetermined length; and

a belt ply having a belt cord wound in a circumferential direction of the tyre at an outside in a radial direction of the tyre of the first ply and the second ply, wherein the overlapping portion of the first ply overlaps the belt ply;

wherein the first ply includes a first ply cord, and the first ply cord is provided at an angle of 65 to 88 degrees with respect to a tyre equator plane and a height h1 of the overlapping portion is set to be 50% or more of a height H of the first ply,

the second ply includes a second ply cord, and the second ply cord is provided at an angle of -45 to -88 degrees with respect to the tyre equator plane and a minimum height h2 of the second ply is set to be 8% or more of the height H of the first ply, and

a width J of the belt ply is set to be 80% or more of a width W of the tyre.

2. (New) The tyre of claim 1, wherein the first ply cord is provided at an angle of 65 to 75 degrees.

3. (New) The tyre of claim 1, wherein the height h1 of the overlapping portion is set to be 52% or more of the height H of the first ply.

4. (New) The tyre of claim 1, wherein the height h1 of the overlapping portion is set to be 52% to 68% of the height H of the first ply.

5. (New) The tyre of claim 1, wherein the height h1 of the overlapping portion is set to be 56% to 65% of the height H of the first ply.

6. (New) The tyre of claim 1, wherein the minimum height h_2 of the second ply is set to be 12% to 35% of the height H of the first ply.

7. (New) The tyre of claim 1, wherein the minimum height h_2 of the second ply is set to be 20% to 35% of the height H of the first ply.

8. (New) The tyre of claim 1, wherein the width J of the belt ply is set to be 82% to 90% of the width W of the tyre.

9. (New) The tyre of claim 1, wherein the width J of the belt ply is set to be 84% to 88% of the width W of the tyre.